

SAILING DIRECTIONS CORRECTIONS

PUB 191 9 Ed 2000 LAST NM 12/01

Page 85—Lines 7 to 17/R; read:

terminus for the largest transatlantic liners. The port also provides extensive facilities for container and ro-ro traffic.

Bassin Theophile Ducrocq and Bassin Rene Coty extend along the S side of the port and form a large continuous tidal dock. A lock situated at the E end of this tidal dock leads into a number of constant level basins. A complex of wet docks, entered via locks at the W end, extends along the N side of the port.

(Fr SD C2.1)

13/01

Page 85—Lines 25 to 26/R; read:

time of HW varies within the duration of the HW stand depending on the phase of the moon.

(Fr SD C2.1)

13/01

Page 86—Lines 9 to 58/L; read:

The Approach Channel, which is navigation controlled, leads in an ESE direction through the coastal bank to the harbor entrance. It is 300m wide and maintained at a dredged depth of 15.5m on the range line. The channel is entered about 0.5 mile NE of LHA Lanby.

Tankers up to 300,000 dwt and 392m in length, with drafts of 19.2 to 20.7m, may enter the port, subject to tidal restrictions. Such vessels enter by day only and should arrive at LHA Lanby at least 3 hours prior to HW.

Vessels up to 150,000 dwt and 17m draft may enter Grand Canal du Havre. The recommended time for vessels of over 100,000 dwt to enter the port is 1 hour prior to HW.

Facilities.—Petite-Port, an extensive yacht marina with a depth of 3m, lies close inside the entrance, on the N side.

Bassin la Manche, lying 0.7 mile E of the entrance, is a tidal basin from which access to the wet dock complexes to the N and E is gained.

The small wet docks extending to the N of Bassin la Manche are entered through a gate, 8m wide, and are used by pleasure craft.

Bassin de la Citadelle, with a depth of 6.3m, is used by fishing vessels and port authority craft. It is entered through a lock situated at the NE end of Bassin la Manche. The lock is 75m long and 16m wide, with a depth of 1.7m over the sill.

Quinette-de-Rochemont Lock, at the E side of Bassin la Manche, provides entry to a wet dock system, which includes Bassin Bellot and Bassin de l'Eure. It is 232m long and 30m wide, with a depth of 4.5m over the sill. Vessels up to 180m in length and 26m beam can lock in. When the gates are open, vessels up to 210m in length can pass through.

Bassin Vauban and Bassin de la Barre are entered from the N end of Bassin de l'Eure through a passage 16m wide. Both of these basins are used by fishing vessels and port authority craft.

Sas Vetillart Lock, at the E end of Bassin Bellot, leads into Bassin Vetillart, Bassin Marcel Despujols, and then into Canal de Tancarville. It is 175m long and 27m wide, with a

depth of 2m over the sill. Vessels up to 165m in length, 23m beam, and 8.5m draft can use this lock.

Bassin Theophile Ducrocq, about 2 miles long, is entered 0.6 mile ESE of the port entrance. Bassin Rene Coty extends 1 mile ENE from its E end.

Ecluse Francois Premier Lock, situated at the E end Bassin Rene Coty, leads into Grand Canal du Havre and several constant level basins. It is 400m long and 67m wide, with a depth of 14.5m over the sill. Vessels up to 320m in length, 55m beam, and 17m draft can use this lock.

Grande Canal du Havre, with depths up to 22m, extends E for about 6 miles from the lock. It is marked by buoys and provides berths for several large industrial complexes.

Darse de l'Ocean, a deep basin, extends about 1 mile SSE from Ecluse Francois Premier Lock.

Canal Bossiere leads NE from Ecluse Francois Premier Lock into Bassin de Lancement and Canal de Tancarville.

Several bridges, which may best be seen on the chart, span the passages leading between the basins. Generally, these bridges can be opened at any time during daylight and on request.

The port provides facilities for general cargo, tanker, chemical, bulk, ferry, ro-ro, reefer, passenger, container, LPG, and fishing vessels.

In addition, the port has several floating repair berths, which can handle vessels up to 300,000 dwt and 550m in length, and a number of dry docks. The largest dry dock is 313m long and 38m wide.

Berths.—The port provides about 15 miles of total quayage with over 140 berths for commercial ships. The following is a list of the principal berths:

1. Bassin de la Manche—Terminal de Grande Bretagne, on the N side, has two ro-ro berths with depths of 5m, which can handle ferries up to 165m in length. Quay Roger Meunier, on the S side, is 500m long and has a depth of 8.5m alongside.

2. Bassin Bellot—Quai Hermann-du-Pasquier, for bulk cargo, on the S side, is 1,524m long and can handle vessels up to 210m in length and 8.5m draft.

3. Bassin Theophile Ducrocq—Quai Pierre Callet, on the NW side, is 598m long. Quay Joannes Couvert, on the N side, is 720m long and has a depth of 10m alongside. Mole Central Ore Berth No. 6, on the NE side, is 240m in length and has a depth of 16m alongside. Oil Basin No. 1, on the SW side, is a methane berth for vessels up to 230m in length and 10m draft. Oil Port Berth No. 8, on the SE side, has a depth of 15m alongside.

4. Bassin Rene Coty—Terminal l'Atlantique, for containers, on the NW side, includes Quai de l'Atlantique, which is 800m long and has a depth of 12m alongside. Terminal Europe Atlantique, for containers, on the NE side, includes Quai des Ameriques, which is 500m long and has depths up to 13.4m alongside. Terminal de Normandie, for containers, on the S side, includes Quai de l'Asie, which is 620m long and has a depth of 13.1m alongside. Bassin du Pacific Terminal, for containers, on the SE side, includes Quai d'Osaka, which is 450m long and has a depth of 14.5m alongside. Oil Port Berth No. 10,

on the SW side, has a depth of 19m alongside and can handle vessels up to 280,000 dwt.

5. Canal Bossiere — Terminal de l'Europe, for containers, on the SW side, includes Quai de l'Europe, which is 910m long.

6. Darse de l'Ocean — Quai de Bougainville, on the E side, is 1,625m long and can handle vessels up to 13m draft.

7. Grand Canal de Havre — Multivrac Bulk Center, situated on the S side about 3 miles E of the entrance, can handle vessels up to 150,000 dwt and 17m draft. Sogestrol Terminal Berths, on the N side about 0.8 mile E of the entrance, can handle chemical and LPG vessels up to 240m in length.

Canal de Tancarville.—Canal de Tancarville leads E for about 12 miles to the locks at Tancarville, where it connects with La Seine Maritime. At Gonfreville L'Orcher, about 2 miles E of Bassin de Lancement, there are berths for coastal cargo, tanker, and LPG vessels up to 100m in length and 5.3m draft. Between these berths and the locks at Tancarville the maximum permitted draft is 3.5m.

There are two locks leading into La Seine Maritime. The N most lock is 177m long and 28m wide, with a depth of 0.4m over the sill. The S most lock is 200m long and 23.8m wide, with a depth of 3m over the sill.

(Fr SD C2.1; BA NP 27; Lloyds Ports) 13/01

Page 86—Lines 1 to 59/R; strike out.

(NIMA) 13/01

Page 87—Lines 1 to 59/L; strike out.

(NIMA) 13/01

Page 87—Lines 1 to 7/R; strike out.

(NIMA) 13/01

Page 87—Lines 9 to 40/R; read:

A lighted range, which may best be seen on the chart, indicates the Approach Channel. The range lights are intensified within 1° on each side of the alignment. The channel is also marked by lighted buoys. A directional sector light indicates the entrance fairway.

A light is shown from a prominent tower, 15m high, standing on the N breakwater head.

Numerous prominent oil tanks stand on Digue Ouest, which extends along the S part of the port. The church of Saint Joseph, with a conspicuous tower, stands about 0.5 mile NE of the harbor entrance.

A prominent signal station (port control tower) stands on Quai des Abeilles, about 0.5 mile E of the harbor entrance.

A powerful white light is shown occasionally in dense fog from a structure, 3m high, standing on the NW end of Quai de Roger Meunier, about 0.2 mile SE of the signal station tower.

For additional principal landmarks and aids in the vicinity of Le Havre, see paragraph 5.9.

(Fr SD C2.1; BA NP 27) 13/01

Page 87—Lines 42 to 54/R; read:

The limits of Le Havre Compulsory Pilotage Area are as follows:

1. The NE limit is a line joining Cap d'Antifer Light to position 49°46'N, 0°01'E.

2. The N limit is the parallel of 49°46'N.

3. The W limit is the meridian of LHA Lanby (0°10'W.).

4. The S limit is the parallel of 49°27'N.

5. The E limit is the E most extremity of Le Havre port.

Pilotage is compulsory for vessels of 70m or more in length, all vessels carrying dangerous cargo, and all vessels not equipped with VHF.

Vessels should send a request for pilotage 24 hours in advance or on departure from the last port of call. The message should include the vessel's name, call sign, draft, and any possible damage.

Vessels should then contact Le Havre Pilots or PH (for helicopter) 3 hours prior to arrival on VHF channel 12 or 20. Vessels must state name, call sign, possible technical problems, possibility of boarding by helicopter (winch or landing stage), and route (N or W).

The method of embarking the pilot will be specified to the vessel. After the pilot has boarded, instructions will be given on VHF channel 12 or 20.

Pilots board vessels calling for the first time at Le Havre in the following positions:

1. Vessels with a draft of 12m—49°30.7'N, 0°05.2'W.

2. Vessels with a draft of 16m—49°33.0'N, 0°09.8'W.

3. Vessels with a draft of 18m—49°34.4'N, 0°14.0'W.

4. Vessels with a draft between those specified in 1, 2, and 3 above—in a position between the specified boarding positions.

Pilots board vessels calling for the first time at Port du Havre-Antifer about 1 mile N of Antifer A5 lighted buoy (49°46'N., 0°17'W.).

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Page 88—Lines 1 to 21/L; strike out.

(NIMA) 13/01

Page 88—Lines 23 to 27/L; strike out.

(NIMA) 13/01

Page 88—Lines 1 to 22/R; strike out.

(NIMA) 13/01

Page 88—Lines 24 to 37/R; read:

A Vessel Traffic Service (VTS) Identification Zone for vessels navigating in the Baie de la Seine has been established for the purpose of facilitating recognition of vessels bound to or from the ports of Port du Havre-Antifer, Le Havre, Rouen, and Caen-Ouistreham. The zone is bounded by an arc of radius 22 miles centered on Cap de Le Heve Light. For further information, see paragraph 5.9.

Special regulations and reporting procedures apply to vessels carrying hydrocarbons or dangerous substances

bound for or sailing from Port du Havre-Antifer, Le Havre, Rouen, and other La Seine ports. For further information pertaining to these special regulations, see paragraph 5.9.

Vessels over 1,600 grt and carrying hydrocarbons or dangerous cargoes should consider the Navigation Controlled Approach Channel to be a Mandatory Access Channel.

(NIMA) 13/01

Page 88—Lines 39 to 51/R; read:

Designated Waiting Areas, within which vessels bound for the port may anchor, lie in the approaches to the Estuary of the Seine and may best be seen on the chart. For further details, see paragraph 5.9.

(NIMA) 13/01

Page 89—Graphic/strike out.

(Fr SD C2.1) 13/01

Page 90—Lines 1 to 2/L; strike out.

(NIMA) 13/01

Page 90—Lines 4 to 22/L; read:

The alongside depths stated in the description of the port are approximate. The port authority of Le Havre does not provide exact figures for drafts permitted alongside the quays. The actual depths may be less due to siltation within the basins between the dredging schedules. The port authority publishes a quarterly timetable showing the maximum admissible drafts for large vessels for each tide.

Vessels are advised to consult the port authority for the latest depths within the constant level basins and the wet dock systems prior to arrival.

For additional cautions, see paragraph 5.9.

(Fr SD C2.1; BA NP 27) 13/01

Page 92—Graphic/strike out.

(Fr SD C2.1) 13/01